

INTIMATIONS
NEW SHIPMENT
OF
VICTOR-VICTROLAS
AND
VICTOR RECORDS
RECEIVED BY THE
S.S. "GEORGIAN,"
INCLUDING THE LATEST
ENGLISH AND AMERICAN SUCCESSES.
S. MOUTRIE & CO., LTD.,
EXCLUSIVE AGENTS.

Hongkong, 6th July, 1916.

[29]

THEATRE ROYAL.
FOR A SHORT SEASON ONLY, COMMENCING JULY 14TH,
MAURICE E. BANDMAN PRESENTS
THE
NEW BANDMAN OPERA & COMEDY CO.
FRIDAY, JULY 14TH:—The World's Record Breaker,
"POTASH AND PERLMUTTER."
SATURDAY, JULY 15TH:—The Great Gaiety Success
"TO NIGHT'S THE NIGHT."
MONDAY, JULY 17TH:—Cyril Maude's Great Masterpiece,
"GRUMPY."
TUESDAY, JULY 18TH:—From the Shaftesbury Theatre,
"THE CINEMA STAR."
WEDNESDAY, JULY 19TH:—James Welton's Greatest Success,
"OH! I SAY."
THURSDAY, JULY 20TH:—The New and Revised Version,
"A COUNTRY GIRL."
FRIDAY, JULY 21ST:—From the Royalty Theatre,
"THE MAN WHO STAYED AT HOME."
SATURDAY, JULY 22ND:—
GRAND VARIETY ENTERTAINMENT.
MONDAY, JULY 24TH:—The Evergreen Record Breaker,
"THE BELLE OF NEW YORK."
BOOKING AT MOUTRIE'S. PRICE: \$3.50, \$3, \$2 AND \$1
Hongkong, 4th July, 1916.

INVEST IN 5% EXCHEQUER BONDS.

The War will be won, well won,
and quickly won, if behind the firing
line the people at home stand and
offer their money to the Country.
Money cannot be more patriotically
used.

Every man and woman should
cheerfully invest every dollar he
or she can spare in 5 per cent.
Exchequer Bonds. Every invest-
ment is a blow struck at the enemy;
every dollar invested helps to
shorten the War and to save the
lives of our Sailors and Soldiers.

5 per cent. Exchequer Bonds are
the simplest and safest investment
in the world.

The Bonds are for five years, and
the whole of the capital invested
will be paid back in cash on the
1st December, 1920. The security
is the security of the Consolidated
Fund of the United Kingdom.

Five Important Points.

- Bankers will advance money on the security of Exchequer Bonds.
- Stockbrokers will hold them as security for loans.
- They can be sold on the Stock Exchange.
- Trustees can hold Exchequer Bonds, if registered.
- The Bonds will be issued in multiples of £100. There are also £5, £20 and £50 Bonds.

NO MORE HAGUE CONFERENCES.

A FUTILITY OF PACIFISM.

(BY SIR HARRY JOHNSTON.)

On several occasions before the outbreak of the present war I gave written testimony to my hopes of the results which might follow from international conferences at The Hague, and from the gradually-built-up international law which might be formulated by degrees at the Palace of Peace into a universally respected code, binding on all the civilized nations who sent their representatives to The Hague Conferences. But the events of August-September, 1914, shattered this ideal, so that although mechanically my name may continue to appear as one amongst the many signatories to counsels of perfection connected with Hague Conferences, actually I am not a party to any such aspirations any longer. The admirable work of Mr. Carnegie, at which we have no right whatever to sneer, received its death-blow when neither the United States nor the kingdom of the Netherlands protested to Germany against the invasion of Belgium. From that moment it was evident that the two previous Congresses at The Hague had been a sheer waste of time, a mockery, a mask behind which the Central European Powers carefully prepared for an assault on the liberties of Europe.

Yet I see now that a number of my friends and acquaintances whose opinions I have shared or adopted in the past are actually moving in favour of a Third Hague Conference "after this war is over," at which "all war is to be abolished." The United States is (to be invited) to convene the Third Hague Congress—the United States which has never protested against the breach of the laws laid down at the previous Conferences—at which it shall be decreed that war henceforth cease. The Third Hague Congress is to bind (how can it bind?) all the Powers represented there to accept the future arbitration of the Hague Tribunal. It is to be able to punish (who is to be "it?") future breaches of international law by economic boycott or by coercion through an International Police, naval and military.

A FUTILE PROPOSAL.

The signatories to this pamphlet do not say who is to command this International Police on sea and land, but there is some light inference from the text of their proposals that the commands should be placed in the hands of the United States. Is this a proposition in which the British Empire could possibly submit its fate? Or France? Or Russia? Certainly not. The eleven millions of German-Americans and the five or six millions of Austro-Hungarian-Americans form a most noteworthy element in the United States. No one but an ignorant fool would deny the intellectual and physical value of the peoples of the Central European Empires, both in mind and body, or pretend that they have not all the qualities which lead to success. Quite disproportionately to their numbers they dominate the policy and the actions of the United States. Almost certainly they would come to the front as a source from which would be derived the most capable officers and strategists in such an International Police. And suspicion would be at once aroused in the east and the west of Europe as to their control of such an impossible body. "Very well, then," it might be urged, "we will place the control, the supreme command, in the hands of the Swiss or Swiss or Dutch." Next we have to ask ourselves whether the subjects of any of these neutral nations who have not been engaged in the present war are likely to be able to cope with the military genius which has certainly made itself evident in Germany and in Austria-Hungary. Then again, we of the British Empire have to recollect that the Swedish gendarmerie in Persia, the Dutch gendarmerie in Albania, and German-Swiss officers chosen for other international forces have, by a tendency not unnatural, eventually identified themselves with the interests of Germany-Austria. You cannot overlook the fact that so great is the intellectual potency of Germany that although the German language fully deserves all that Mark Twain ever said about it, it is the dominating tongue amongst the Dutch upper and mercantile classes, over three-fifths of Switzerland, and in the intellectual world of Scandinavia.

Any such proposition in fact, as that advocated by those who declare it "to be the will of God that war shall cease" is worse than futile: it is actively mischievous.

In the future we can trust no people that have been neutral in the present struggle, and still less none of the enemies we have been fighting. We can trust our Allies, large and small, because they, with us, realize that we are completely interdependent now in the Old World. United we stand; divided we fall. A prey to the ambitions and the intrigues of Central Europe. For the next hundred years the Old World can only be kept in peace, happiness, and reasonable liberty, by the continuance of the existing alliance between Britain, France, Italy, Portugal, Serbia, Montenegro, Russia and Japan, an alliance which, we hope, still may be joined at the right moment by Rumania, may find Spain fraternal, and become a bond of union to which we should be delighted at any time, present or to come, to welcome the United States and other nations still neutral. But this alliance, nevertheless, in Old World politics will henceforth trust the welfare of its citizens to no more Congresses held at The Hague, or Copenhagen, or Bern, or Madrid, unless the peoples of any one of the

(Continued on next Column.)

JAPAN'S SUGAR TRADE WITH CHINA.

It has long been apparent that the Chinese market is short of stock of refined sugar, reports the *Japan Advertiser* (Tokio, June 18th). In spite of this no sign of activity has been noticed because the sugar firms in Shanghai and various places in China are anxious about the future development of the internal conflict and are reserved in placing orders except for small amounts for immediate consumption.

Another reason for the dullness in Chinese business is that sugar is in brisk demand in Australia and India at a good price, Y. 11 f.o.b. Takao, and it will hardly afford them to export refined sugar to China at a much cheaper price.

But the demise of Yuan Shih-kai has removed the possible cause of internal trouble and the merchants there are now relieved of their anxiety somewhat with the result that the business has become active. The sugar merchants, already feeling some inconvenience because of the shortage of stock, are offering about 50 sen higher prices and the exporters here are also ready to take Chinese orders now. Thus the situation has been changed entirely in the last few days.

It is reported that the contracts for about 50,000 bales have been signed for export to China, of which the Nippon Sugar Refinery Company's lot of 300 bales is said to be at Y. 12 per bale. This price is the highest point reached since last summer, and it is expected that a new record price will be quoted this summer, as the prospects are all the stronger.

neutral nations of which these cities are the capitals join the Allies *vis et armis*.
AN IMPOSSIBLE CONFERENCE.

No Hague Conference availed to rescue Belgium from a fate more shocking than has befallen any other country in history. No Hague Agreement has saved the *Lusitania* or the *Appam*, the *Falaba*, or the many babies and women shattered by Zeppelins; or the inhabitants of Great Britain and Ireland from a future invasion which will long deprive our lives of opportunities and reasonable pleasures. No Hague Conference of the past checked the race in armaments, nor could it do so in the future; nor should we be wise in trusting for one moment our destinies to an International Police Force, or to an International Board of Trade able to impose an economic boycott; for sooner or later the inevitable German would come to the top in any such international arrangement, either by the direct route of German representation or the indirect way through the United States, Scandinavia, Switzerland or Holland.

I write these lines with, perhaps a better knowledge than is possessed by many Englishmen of Holland, the United States, and Switzerland. Next to my own country I love Switzerland better than any other part of the world; and if I had to leave England I would live there sooner than anywhere else, with, however, strong temptations to make my home either in the United States or in Holland. But I try to face facts. I believe that the mass of the Dutch people are rather with the Allies, and especially with Britain, than against us. The Dutch Press has played a splendid part in championing the right in the tortuous and confused maze of political considerations. I believe that if the masses in Holland better understood the full extent of the horrible treatment of Belgium, especially of Flemish-speaking Belgium, they would before now have forced their Government to protest and to range itself definitely in sympathy with the Allies, as Portugal did. But, I also know from many visits to Holland that the greater part of the aristocracy and of the merchants are rather more inclined to sympathize with Germany and to be willing to come to some arrangement which will bring their land very close to fusion with the German Empire. I do not think that they are reasonable in this, because racially and linguistically they are far more nearly connected with Britain (as is Belgium). But facts are stubborn things. Holland, as soon as war broke out, was in a very difficult position when its Government realized that for months to come the united might of Britain and France would be unable to stop the advance of the German armies, Germany having reasons at that time for wishing to avoid an invasion of Holland. It is far too delicate a question now to discuss whether Holland would have been wiser as well as more generous in intervening to save Belgium, risking a Teutonic invasion, which, after all, she might have been able to repel, and which would inevitably have been followed by the most serious injury to Germany (for a Dutch adherence to the Western Powers then, or at any later time in the war, would have been a decisive factor against Germany). But in any case, Holland was entirely mistress of her own fate, and she chose the prudent line of strict neutrality, a neutrality which has been most scrupulously adhered to by the Dutch Government.

But this cautious policy has of itself been a disavowal of the whole Hague theory. It has been as though Holland has said to the world, "I allowed you to meet at The Hague and discuss any mortal thing you like, but your decisions and resolutions scarcely interested me, and I do not consider myself bound by them in any special degree."

Of course, if the Allies are not victorious, or not sufficiently victorious to impose their will on the Old World, we may have to be content to meet where the deciding factor of the banded neutral wills that we shall meet, and accept the decisions of the International Council that the dominating neutrals will arrange. Personally, I cannot in the interests of humanity in general face any such humiliating contingency.

Daily Chronicle.

TUNNELLING.

THE NEWEST WARFARE.

(BY "TUNNELLER.")

Of the many new phases and apparatus that have been brought forward in this the greatest war of all time, perhaps none is so remarkable as that of the work of the tunnellers.

Formerly tunnelling or mining was only so far understood to have any bearing on military matters inasmuch as forts and strongholds could be the better protected by a series of mines laid in contour about them.

The mining now in progress was barely understood at all by the mining as set forth in the text-books, and, indeed, the difference is so great that there is scarcely any comparison.

To the Germans must be given the credit or otherwise of having been the first to practise this method of warfare, even as they were the first to use gas and incendiary shells and wage war by means of liquid fire and gas attacks.

To the great credit of the War Office be it said that they speedily recognized that this new warfare came outside the pale and knowledge of the Royal Engineers as then constituted, and they immediately called to the aid of that wonderful corps the professional men whose work this was. And they went further and engaged the co-operation of the miners themselves, so that at the present time the tunnelling companies of the Royal Engineers are comprised almost solely of men who have made mining their life's work and study.

The Germans, having commenced the operations first, had a great advantage, but it may be said that now there is not an instance in which they can claim superiority over the British, and personally I know of many cases in which they have been outwitted in every way in this game beneath the earth.

Many of the tunnellers are old Service men who have since (as probably in their earlier years) been mining, and of course there are, too, many who never came under military discipline at all before they joined the colours for this war.

It is vastly to their credit, and furnishes (if it were necessary) excellent proof of their firm belief and determination in this struggle, that they have at once subjected themselves to all the rigid forms of Army regulations without a murmur.

Rough men, strong in will and in body, men who for years have earned their daily bread by an occupation always surrounded by risks, they are among the most intrepid and daring of His Majesty's forces.

Grouse! Yes, we all do. But if there is something to do they do it, and you hear no whine and see never a sign of fear.

I should like to see some of these men with whom I have been associated sitting on some of the tribunals held over the so-called conscientious objectors. Their remarks would probably not be fit for print, but they would be terse and to the point, and I fear the man with the conscience would be very soon out in Flanders and he would very quickly learn to have a great deal more respect for these men than he could ever have for himself.

RET SCHEMES.

Each company working under the corps of Royal Engineers has, of course, its own pet schemes and plans, which must necessarily differ even among sections of the same company on account of different features of the ground in which they are operating, while they are naturally much influenced by what "the Boche" appears to be doing.

To learn what the enemy is doing underground can only be done by listening for sounds carried by the strata, and, as all the various forms of strata carry sound in different degrees of intensity, this must be done by a practised ear, for it is one of the most difficult and important matters in connection with the tunnellers' work.

Many devices have been introduced to aid the listener in his work, but personally I have not yet found one better than the naked ear, unless, of course, one wanted to hear noises at a very great distance, and even then confusion is apt to arise between surface and underground sounds when heard through one of these appliances.

The tunnellers usually work in eight-hour shifts, being taken to and from the trenches in motor-lorries, in which they carry their implements and supplies of timber, sandbags, and other necessary adjuncts.

Their billets are generally about three miles or so from the firing line, and it is hoped not always too far from a field company's stores or R.E. park!

From these places a tunnelling company obtains all its stores, except those now not an inconsiderable item—which, through not being yet in the lists of necessary equipment, are not there and have to be procured through other channels.

Tunnelling is practically only carried on in these places where the trenches are near together, and in the cases of those operations upon which I have been engaged the distance has varied from 60 to 100 yards or so apart.

Shafts are sunk to the depth agreed upon and then the tunnels are driven towards the enemy's lines, connections being made where it is possible with other shafts to assist the ventilation and allow at the same time of two or more means of ingress and egress.

It need hardly be said, I think, that these operations have always some definite object in view, such as the demolition of a gun emplacement, the destruction of a communication trench, or the frustration of operations being carried on by the enemy.

(Continued on next Column.)

HOW THE ALLIES WILL WIN.

MR. KIPLING'S VIEW.

Mr. Rudyard Kipling, in a message to New Zealand, commenting on the new relations between the Dominions, says:

"All that was small and petty in their rivalries has been washed out in blood. All that was best is better even than before. If I were a German I would really be grieved at the blindness of all the rest of the world, and, judging from their papers, they are grieving in multitudes. But I fancy it is a long way yet for them and for us. They have got to go on winning victories for about another year, if their men and their money run to it. They will probably finish up with a splendid victory, and then those 'fool Allies' will reform their line, and pick up the pieces, and get ready to be beaten again—very likely not far from where the lines are now."

Then the show will shut up with Germany victorious to the last, and the Allies methodically carving her up into nice, harmless pieces. Maybe I am wrong but that is the way I see it. Germany winning the war. One thing we must get into our thick heads is that whether the German—man or woman—gets a suitable culture to thrive in or he means death and loss to civilised people, precisely as germs of any disease, suffered to multiply, mean death or loss to mankind. There is no question of hate or anger or excitement in the matter, any more than there is in flushing out sinks or putting oil on water to prevent mosquitoes hatching eggs. As far as we are concerned the German is typhoid or plague—Pestis Tenuicoccus if you like."

HONGKONG POLICE RESERVE.

NO. 1 PLATOON.

The following will parade in mufti with rifles at Central Station on Monday, July 10th, at 5.45 p.m.:—Alaraka, Caldwell, H. E. Edwards, Joseph, A. S. Osborne, Tobias, Wattie, Wilson, Fyfe, Mutton, J. A. Pearson.

NO. 4 COMPANY.

The whole of No. 4 Company will parade at Central at 5.30 p.m. on Monday and Wednesday, July 10th in 12th Uniform caps and covers.

BAND AND ORCHESTRA.

PRACTICES FOR JULY.

Monday, July 10th, Monday, July 17th, Friday, July 21st, Tuesday, July 25th, Monday, July 31st.—Band Practice 6 p.m. sharp.

Thursday, July 13th, Thursday, July 20th, Thursday, July 27th.—Orchestra Practice, Club Lusitano, 6 p.m. sharp.

MOUNTED POLICE.

The following will report in uniform, at stables at 4.45 p.m. sharp on Friday, July 7th.—Inspector Gegg, Sergeants Kew and Scull, Troopers Chan, Aldrie, Arnold, Relf, Fernandez, Galloway, Grimble and Waller. The Sergeant-Major will also attend.

F. C. JENKIN,
D.S.P. (R.)

The main galleries are always a matter for preservation where possible, and consequently when conspicuous noises reach the ear of the listener, smaller ones—disrespectfully dubbed by Tommy "rabbit-holes"—are hurried forward in the direction of the sounds, and it might easily cause wonder to a staunch trade unionist with what rapidity this smallest gallery is pushed forward.

FINDING THE MINE.

Then at last the moment arrives when it is deemed expedient to charge—that is, to lay the explosives and fire the mine—the excitement begins, for it is usually when the enemy's workings are so close that they sound as if they were going to break through at any moment.

The golden rule of these operations from beginning to end is always that, in so far as it is humanly possible, absolute silence must be maintained, and in this matter it may be said that the Briton is vastly superior to his foes.

The explosive is all carried very carefully and put in position, the detonators fixed, and the cables laid along the gallery to the surface, and then begins the work of "tamping."

Tamping or stemming is the work of filling in the gallery for a sufficient distance behind the charge to ensure the useful effects of the explosion being expended in the required direction, that is to say also in the line of least resistance.

Thus if it was desired to blow a crater at the surface from a depth of, say, 20ft., about 40ft. or 50ft. of the gallery must be tamped and this work has to be entirely done by hand with sandbags filled with earth.

As all the substance extracted from the mine has also to be dealt with in sandbags, there is usually a goodly supply near the shafts ready for use when firing, unless the infantry in the line has commandeered these bags for parapets and dug-outs!

Frequently, however, there is such a pile that the tunnellers are glad to get rid of them owing to fear of observations from aircraft and subsequent unpleasant relations with trench mortars, shells, and "Minnies."

I have touched but briefly on the matters of real importance in our work, but there is enough perhaps to give an idea of the working of this the newest branch of the British Army, and all, I fear, that it would be wise or expedient for me to say.—Daily Mail.

THE MUTUAL TRADING COMPANY.

Mr. Hodgson said the only question was as to what was the Mutual Trading Company. He understood that the defendant was the Mutual Trading Company.

PRINCESS AND Y.M.C.A. HUTS.

Princess Victoria of Schleswig-Holstein, president of the Ladies' Auxiliary Committee of the Y.M.C.A., has recently returned to London after a three weeks' tour in France, where she visited the Y.M.C.A. huts in all the base camps, as well as many of the military hospitals.

DENMARK IN WAR-TIME.

But of course, the Danes are nervous, well-known savant and a leading business man explained their fears to me at length. Nobody fears that we mean any mischief to them, but they do fear that we might be inconsiderate and indirectly encourage the rapacity or recklessness of the German navy. The fact is that the German army is camped on their land frontier, and the German navy cruising off their eastern coast. And if war comes, how before we could give them any effective help, all Denmark except Copenhagen and Zealand would be in German hands. The military problem has been

FIFTEENTH LIST OF DONATIONS.

Already acknowledged	101,743.00
	<u>\$102,143.00</u>

Typhoon in about 110 degrees Long. E. and 10 degrees Lat. N., moving W.N.W.

LAWN BOWLS.

The thing that hangs over the border of the thing that hangs over the greatest, because it depends on Germany more than upon us. The man of business whom I mentioned was very earnest about it. Denmark is full of dairy farms and other agriculture; full of butter and cream and eggs and cattle and all the things that Germany particularly wants. And the Danes, in due pursuance of their treaty with us, export them zealously elsewhere. The exact facts I do not pretend to know, but it is certain that Danish farm produce comes mostly across the seas to us, and at far higher prices in Germany. Of course there is some trading with Germany, both licit and illicit, but as there is some leakage through the blockade. (The Danes say not so much, through Holland, and the Dutch say, more.) Copenhagen certainly seems crowded with non-Danish persons of commercial habits, and sometimes of unprepossessing appearance, whose business is not very obvious; but that is true of all our large neutral towns. The problem simply is: at what point will it become profitable for Germany to take on either small and easy war and incur a more absolute overseas blockade, for the sake of the food supplies of Jutland, which she can seize in twenty-four hours; or, again, for Denmark, driven to desperation by some intolerable tightening of the blockade or some excessive strain upon her neutrality, to decide that, since she must be ruined either way, she would sooner be conquered by the English than by the Germans.

We have a good political position in Denmark, an upright government, and a passionately friendly people, who detest German militarism and look to our victory as their only chance of continued independence. But one of the dreadful lessons by study is that no political position is absolutely foolproof. Let us, however, our foreign policy, will remain in the hands of wise and temperate hands that guide it now, and the future is safe.

Go To Bed
Happy. Get Up. Happy.
Wear a
**Loose-Fitting
B. V. D.**
(Trade Mark)
**Short Sleeve, Knee
Length Sleeping Suit.**

Made from thin, cool fabrics that let the air through. Cut on full, free lines that prevent tightness at any point. The comfort sleeping suit to be had. Not a prany more costly than night apparel of any other sort that you might purchase.

"AERTEX" ventilates the body—lots
out the heat and keeps the skin dry
and cool.

\$2.00 AND \$3.00 PER SUIT.

HONGKONG-CANTON LINE

Single Fare by Night Steamer	***	100	200	300	400	\$6.00
Return " " (available also for return by day steamer)	***	200	300	400	500	11.00
Single Fare by Day Steamer	***	200	300	400	500	5.00
Return " "	***	300	400	500	600	9.00

HONGKONG TO CANTON. 1 CANTON TO HONGKONG

FRIDAY, 7TH JULY, 1916.

6 a.m. HEUNGSHAN.	8 a.m. HONAM.
10 p.m. FATSAN.	6 p.m. KINSHAN

SATURDAY, 8TH JULY, 1916.

8 a.m. HONAM
10 p.m. KIASHAN.

HONGKONG-MACAO LINE

S.S. TAISHAN, Tons 2,000. | S.S. SUI TAI, Tons 1,651.

1 p.m. from the Company's Wing Lok

MACAO TO HONGKONG
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 9TH JULY, 1916.
The Company's New Steamship

"TAIPEAN"

Will depart from the Company's Wing Lok Street Wharf at 9 a.m., and return from Macao at 3 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

MACAO-CANTON LINE.
S.S. SUI AN.
 Departures from Macao to Canton on Monday, Wednesday and Friday, at 5 p.m.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE

S.S. **SAITAM**, 588 tons, and S.S. **NANNING**, 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 3.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers **LINTAN** and **SANLU**. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fans in each Cabin.
Booking Office open daily (Sunday excepted) 8 a.m. to 5 p.m.

HONGKONG, CANTON & MACAO STEAMBOAT CO., Ltd.,
 Hotel Mansions (First Floor) opposite the Blake Place, [129]



“ Drink Wisely ”

MONTSERRAT

Lime-Fruit Juice.

I don't care two straws for any but
MONTSERRAT Lime Juice.

It's a fine healthy, cooling, and refresh-
ing drink, and keeps me fit in the hot
weather.

MONTSERRAT is sold by
all leading Grocers.

INTIMATIONS

HUMPHREY BISHOP CO.
(Assisted by Mr. DENHAM FOLLETT.)

GRAND CONCERT

IN AID OF
WAR RELIEF FUND,
at BALL ROOM, GOVERNMENT HOUSE,
THURSDAY, 10TH AUGUST, AT 9.30 P.M.
Booking at Messrs. S. MOUTRIE & Co., Ltd.
TICKETS ... \$2.50
Hongkong, 14th July, 1916. [871]

HONGKONG GYMKHANA CLUB.

THE THIRD GYMKHANA MEETING
of the Season will be held at HAPPY
VALLEY "MORROW" (SATURDAY), the
5th instant, commencing at 3.15 P.M.
The Charge of Admission will be \$1 for
others than Members of the HONGKONG JOCKEY
CLUB or GYMKHANA CLUB.
Soldiers and Sailors in uniform Half-Price.
The Committee invite the Ladies of Hongkong
to be present.
Hongkong, 5th July, 1916. [876]



NOTICE

REGISTRATION OF PERSONS
ORDINANCE 1910.

ALL Persons not exempted who remain
in the Colony for more than one week
are required to register themselves at the
Office of the CAPTAIN SUPERINTENDENT of
Police.

(a) In the case of Residents in the Colony,
before July 25th, 1916.
(b) In the case of new arrivals, within one
week of arrival.

The following are exempted:—
(1) Members of His Majesty's Regular
Naval and Military Forces.

(2) Civilians in the permanent employment
of the Colonial Government or of the
Military authorities.

(3) Members of the Hongkong Volunteer
Corps, Hongkong Volunteer Reserve,
Hongkong Police Force, or Special
Police Reserve.

(4) Consular Officers of Foreign States.

(5) The wives and daughters of persons
included in any of the 4 clauses
specified above.

(6) Persons of Chinese Race.

(7) Persons not exceeding 16 years of age.
Forms of registration, giving the particulars
required may be obtained at the Enquiry
Office G.P.O. Hongkong, The Branch Post
Office at Kowloon and at all Police Stations.

The penalty for failing to comply with this
Ordinance is a fine not exceeding \$50.

C. McI. MESSER,
Captain Superintendent of Police.
Hongkong, 23rd June, 1916. [874]

NOTICE

MR. A. VIVIAN HOGG, having Resigned
his position in our Firm, his "Power
of Attorney" is withdrawn as from June 20th.
REISS & Co.
Hongkong, 1st July, 1916. [849]

NOTICE

WE HAVE This Day appointed Mr.
FRANCIS CHARLES HERB,
Manager of our Canton Branch, with power
to sign our name by Procuration.
REISS & Co.
Hongkong, 1st July, 1916. [850]

NOTICE

MR. A. VIVIAN HOGG has joined our
Company as a Director as from the
1st June, 1916.
T. E. GRIFFITH, LTD.
Canton, 1st July, 1916. [851]

WANTED.

FOREIGN ASSISTANT for Book Office
of Local Shipping Company. Previous
experience essential.
For particulars apply to—
"BOOK OFFICE,"
Care of "Daily Press" Office.
Hongkong, 10th June 1916. [766]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of
the letting by Public Auction Sale,
to be held on MONDAY, the 10th day of
July, 1916, at 3 P.M., at the Office of the
PUBLIC WORKS DEPARTMENT, by Order of
His EXCELLENCY THE GOVERNOR, of One
Lot of CROWN LAND at Kowloon,
in the Colony of Hongkong, for a term
of 75 years, with the option of renewal at a
CROWN RENT to be fixed by the Surveyor
of His Majesty THE KING, for one further
term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Location	Boundary Measurements (Approximate)	Contents (Approximate)	Annual Rent	Upset Price
1	At the Junction of Josselyn Road and the Victoria Road, Kowloon.	120 ft. by 120 ft.	One lot of Crown Land, with a small building.	\$100	\$1,000
2	At the Junction of Josselyn Road and the Victoria Road, Kowloon.	120 ft. by 120 ft.	One lot of Crown Land, with a small building.	\$100	\$1,000
3	At the Junction of Josselyn Road and the Victoria Road, Kowloon.	120 ft. by 120 ft.	One lot of Crown Land, with a small building.	\$100	\$1,000
4	At the Junction of Josselyn Road and the Victoria Road, Kowloon.	120 ft. by 120 ft.	One lot of Crown Land, with a small building.	\$100	\$1,000
5	At the Junction of Josselyn Road and the Victoria Road, Kowloon.	120 ft. by 120 ft.	One lot of Crown Land, with a small building.	\$100	\$1,000
6	At the Junction of Josselyn Road and the Victoria Road, Kowloon.	120 ft. by 120 ft.	One lot of Crown Land, with a small building.	\$100	\$1,000
7	At the Junction of Josselyn Road and the Victoria Road, Kowloon.	120 ft. by 120 ft.	One lot of Crown Land, with a small building.	\$100	\$1,000
8	At the Junction of Josselyn Road and the Victoria Road, Kowloon.	120 ft. by 120 ft.	One lot of Crown Land, with a small building.	\$100	\$1,000
9	At the Junction of Josselyn Road and the Victoria Road, Kowloon.	120 ft. by 120 ft.	One lot of Crown Land, with a small building.	\$100	\$1,000
10	At the Junction of Josselyn Road and the Victoria Road, Kowloon.	120 ft. by 120 ft.	One lot of Crown Land, with a small building.	\$100	\$1,000

INTIMATIONS

**THE CHINESE ENGINEERING AND
MINING COMPANY, LIMITED.**

6% FIRST MORTGAGE DEBENTURES
(KAILAN BONDS.)

PAYMENT of the HALF-YEARLY
INTEREST due on 1st July, 1916, will
be made on presentation of Coupon No. 8 at
any of the undermentioned Banks, viz.

HONGKONG & SHANGHAI BANKING
CORPORATION, At Tientsin, Shanghai
or Hongkong.
CHARTERED BANK OF INDIA, At Tientsin, Shanghai
or Hongkong.
AUSTRALIA & CHINA, At Tientsin, Shanghai
or Hongkong.
RUSSO-ASIATIC BANK, At Tientsin, Shanghai
or Hongkong.

BANQUE DE L'INDO-CHINE, At Tientsin, Shanghai
or Hongkong.

YOKOHAMA SPECIE BANK, At Tientsin, Shanghai
or Hongkong.

LTD. BANQUE BELGE POUR L'ETRANGER, At Tientsin, Shanghai
or Hongkong.

The Interest, less Income Tax at 5/- in the £
will be—

ON £20 BONDS, £ s. d.
For Coupon (Gross) 12 0 0
Less Tax at 5/- in the £ 3 0 0

Net amount payable 9 0 0

ON £100 BONDS, £ s. d.
For Coupon (Gross) 50 0 0
Less Tax at 5/- in the £ 15 0 0

Net amount payable 35 0 0

ON £500 BONDS, £ s. d.
For Coupon (Gross) 250 0 0
Less Tax at 5/- in the £ 125 0 0

Net amount payable 125 0 0

Payment will be made in Tails at the Demand
Bearing rate of exchange of the day the Coupon
is presented.

By Order, **THE KAILAN MINING
ADMINISTRATION,
W. S. NATHAN,
General Manager.**

Hongkong, 1st July, 1916. [855]

NOTICE

**THE 6% INTERNAL LOAN OF THE
3RD YEAR OF THE CHINESE
REPUBLIC (1914).**

THE PUBLIC ARE HEREBY NOTIFIED
that the FOURTH PAYMENT
of INTEREST on the 6% INTERNAL LOAN
OF THE 3RD YEAR OF THE CHINESE
REPUBLIC (1914) will fall due on the 30th
of June of this year. With the exception
of the detailed regulations, governing the
payment of interest of the said Loan, which
have been published in the Government
Gazette and which have been printed for the
information of the Public by all the establish-
ments authorized for the payment of interest,
the following important points are hereby
published for general information:—

1. The date when the payment of interest
begins: the 30th June of the 5th year of
the Chinese Republic.

2. The organs authorized for the payment
of interest:

a. All Magistrate's Yamen;
b. The Head and Branch Offices of the
BANK OF CHINA and of the
BANK OF COMMUNICATIONS;
c. The Reliable Agents of the above-
mentioned two Banks.

3. The methods for the claiming of interest:
The Public when claiming for the
interest must cut down the matured
coupons and proceed to any of the
above-mentioned organs with the
said coupons. The said organs after
examining the said coupons will then
pay the interest and retain the
coupons as valid. But the holders
of \$1,000 Bonds and of \$10,000 Bonds
must not cut down the coupons
themselves, as the said Bonds have to
be examined first by the organs
concerned.

The matured coupons can be used as
cash in payment of land tax and
duties. The interest of the coupons
is expressed in terms of "Big Dollar,"
and if it is required to be converted
into taels or copper cash, then the
rate of exchange for different dis-
tricts will be decided and posted in
conspicuous places by the various
Financial Bureaux concerned.

The Public are requested to read over
the detailed regulations governing
the payment of interest, which are
obtainable at all authorized organs
above-mentioned.

By Order,
THE BUREAU OF NATIONAL LOANS
Peking, 15th June, 1916. [839]

TO LET.

OFFICES at 2, Connaught Road.
31 WONG-NEI-CHONG ROAD.
OFFICES in King's Buildings.
HOUSE in CLIFTON GARDENS,
Connaught Road.

No. 1, HILLSIDE, THE PEAK.
Nos. 1, and 2, WEST END TERRACE,
CANTON.

Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.**

32

TO LET.

TWO ROOMED-FLATS in Nathan Road
Kowloon.

THREE ROOMED-FLATS in Humphrey's
Building, Kowloon.

FOUR ROOMED-FLATS in May Road
with every modern convenience, including
English Baths and Kitchen Ranges, Hot
Water and Water Carriage System. A few
Flats specially designed to accommodate three
bachelors at reasonable rentals. Immediate
possession.

FOUR ROOMED HOUSES in Gordon
Terrace and Salisbury Avenue, Kowloon.

Apply to—
**HUMPHREY BISHOP & SONS
Co., Ltd.**
Alexandra Buildings

[852]

HOUSES TO LET

TO LET.

PREMISES at present occupied by CHS.
J. GAUPP & Co., Alexandra Buildings,
Chater Road.

Apply on premises or to—
**LOWE, BINGHAM & MATTHEWS,
Liquidators.**

[705]

TO LET.

OFFICES on 1st Floor, No. 9, Queen's
Road Central (In Ice House Street).

Apply to—
WILKINSON & GRIST.

691

TO LET.

A TWO-STORIED EUROPEAN HOUSE,
at No. 19, Kennedy Road East;
Consisting of Four Rooms with Bathrooms
and Out-houses Complete.

Apply to—
YOUNG HEE,
10, Des Vaux Road Central.

[836]

TO LET.

A SMALL GODOWN in PRINCE'S
BUILDING.

For particulars, etc., apply—
**THE HONGKONG CENTRAL ESTATE,
LTD.**

685

TO LET.

A HOUSE in Knutsford Terrace,
Kowloon.

Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.**

[837]

TO LET.

OFFICES, 2nd Floor, St. George's Build-
ings.

Apply to—
SHEWAN, TOMES & Co.

[818]

TO LET.

A HOUSE, in Observatory Villas, Kowloon.

Apply to—
AREATON V. APCAR & Co.,
14, Des Vaux Road.

[811]

TO LET.

"ROCKLANDS," No. 7, Robinson Road,
from 1st August, 1916, or earlier.

Apply to—
M. J. D. STEPHENS,
18, Bank Buildings.

[800]

TO LET—FURNISHED.

"IDESLEIGH," 5, Bowen Road, for 2 or
3 months from end of July.

Apply to—
MOWBRAY S. NORTHCOTE,
THE HONGKONG LAND INVESTMENT AND
AGENCY Co., LTD.

[803]

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road
Central, at present in the occupation of
The China Fire Insurance Co., Ltd.

Apply to—
CHINA FIRE INSURANCE Co., Ltd.

[822]

TO LET.

OFFICES in Prince's Building.

Apply to—
SHEWAN, TOMES & Co.,
Liquidators.

REUTER, BROCKHEIMANN & Co.
[872]

TO LET.

NO. 2, DES VEAUX ROAD CENTRAL,
First Floor.

THE COMMODIOUS DWELLING
HOUSE, with Office, Servants' Quarters, etc.,
No. 14, SHANWAN, CLARKE, from 1st June, at
present in the occupation of the Imperial
Russian Consulate.

Apply to—
DAVID SASSOON & Co., Ltd.

[415]

TO LET.

**NO. 12, BEACONSFIELD ARCADE,
SHOP.**

**NO. 8, BUIBOWS STREET, WANGCHAI,
GODOWN.**

"ROSENEATH," No. 4, Hankow Road,
Kowloon.

No. 3, CAMERON VILLAS, 63, PEAK.
CRAIGMIN EAST, 180, THE PEAK,
Unfurnished.

4 ROOMED FLAT to let at the PEAK.
KELLETTS CREST, 66, PEAK.

No. 141, WANCHAI ROAD, Large and
Spacious Godown.

"SHORNCLEIFFE," Garden Road, to let
Furnished, 6 Rooms.

"WOODBURY," No. 4, Hankow Road,
Kowloon, from 1st May, 1916.

"GLENSHIEL," No. 141, Plantation Road,
Peak.

"HARTING," Austin Road, Kowloon.
No. 4, BELLIOS TERRACE.

No. 25, BELLIOS TERRACE, with
astrances on Connaught Road.

TWO GODOWNS, in Duddell Street.
No. 2, DES VEAUX VILLAS, 61, PEAK,
Unfurnished.

No. 50, THE PEAK (CAMERON VILLAS)
Apply to—
LINSTEAD & DAVIS
3rd Floor, Alexandra Buildings.

INTIMATION

JUST RECEIVED

PER S.S. **ATREUS.**

NEW STOCK OF

DEWAR'S

"IMPERIAL
INSTITUTE"

AND

"EXTRA SPECIAL"

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WHISKY.

**A. S. WATSON &
CO., LTD.,**

WINE AND SPIRIT MERCHANTS,

TELEPHONE 616.

HONGKONG OFFICE: 104, DES VEAUX ROAD, C.
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 7TH JULY, 1916.

THE GREAT NAVAL FIGHT

Through the accounts which have come
to hand by mail of the great naval battle
off Jutland do not add much to our
general knowledge of the encounter, they
supply a wealth of interesting detail
which no Briton can read without a thrill
of pride. It is clear that the encounter
was not sought by the Germans. Our
Fleet, following the traditions of the
Navy, went out to engage the enemy, and
any suggestion that it was decoyed by
him is "the sheerest nonsense." The
brunt of the battle was borne by the
Battle-Cruiser Fleet, under the command
of Admiral Sir David Beatty, which
joined issue with the German battle-
cruisers at 3.15 p.m. on May 31st, at a
range of six miles, with the object of
drawing them towards the main body of
the Grand Fleet. Sir David Beatty was
severely handicapped at the outset by
the unfavourable atmospheric conditions,
which necessitated close-range firing and
so robbed him of the advantage of his
superior guns and marksmanship.

Nevertheless, with great dash and skill
he accomplished his object, though he lost
three battle-cruisers in the manoeuvre.

Shortly afterwards, the second phase of
the battle began with the arrival on both
sides of battleships. The Germans, who
were the first on the scene, did not remain
long when their numerical superiority
began to disappear, but hastily sought
the protection of their mined area and
const batteries, followed by our ships.

All the big-ship fighting was over by 9.15
p.m. Then came one of the most weird
features of the battle, as the German de-
stroyers made attack after attack, like
infantry following an artillery prepara-
tion, on our big ships. These onslaughts
were singularly futile, not a single tor-
pedo launched by them getting home.

With the morning these attacks ended,
and the battle-ground was scoured by
Admiral Jellicoe's fleet, which reported
not a single enemy ship in sight. In other

words, we held the seas unchallenged.
Though, by an unfortunate combination
of circumstances, our Navy was deprived
of a decisive victory, it re-insured for a
considerable term the security of our men
at the front and the people of the Home-
land and the Overseas Dominions. It
also contributed to the further safety of
the right wing of the Russian Armies
which rests on the Gulf of Riga. The
German High Seas Fleet is not likely
again to venture forth from its hiding-
place probably for some months. Mean-
while, the blockade will not only continue
but be tightened. Our losses were
admittedly severe, but those of the Ger-
mans were even heavier, both absolutely
and relatively. While, however, we can
afford to view with unconcern the ships
which have been sunk, we mourn with our
King "the loss of brave men" who
have fallen in their country's cause.

They fought with a splendid coolness and
courage which have never been excelled
in all the glorious annals of our naval
wars. Who, for instance, can read
unmoved the story of the destroyer *Shark*,
which dashed at full speed into the midst
of the foe and torpedoed a couple of
enemy destroyers, though her doom could
never have been one moment in doubt?

Think, too, of her brave commander, who,
with his leg shattered by a shell, hobbled
over to a gun when his last gunner fell
and continued to hurl defiance at the
enemy until his ship plunged beneath the
waves. Or, again, take the case of the
Warspite, which hastened to the rescue of
the *Warrior* and engaged the whole of the
German battleships single-handed. Four
times she circled round the disabled
cruiser, drawing upon herself the full
fire of the enemy and replying to it with
vigour and effect. "Come back; you
are sacrificing yourself," signalled Admi-
ral Beatty, but she was unable to obey
this order owing to her damaged steering-
gear. She could only hang on and fight,
and this she did with such success that
when her consorts of the Dreadnought
division came up, the German battle fleet
was already in full flight. Such exploits
as these, illustrating the magnificent
spirit of bravery and devotion that
animates our sailors, fill us with admira-
tion and help us to realise the immense
debt which we owe to our incomparable
Navy.

The total output of the Kailan Mining
Administration's mines for the week end-
ing 24th June amounted to 48,669 tons
and the sales to 51,623 tons.

Among those who returned to the
Colony yesterday by the *Empress of
Russia* were Lady May and the Misses
May, who have been spending a holiday
in Japan.

Mr. and Mrs. A. R. Lowe, Mr. and
Mrs. J. A. Plummer, Mr. and Mrs.
David Wood, and Mr. and Mrs. H. F.
Carmichael, returned to the Colony yester-
day by the *Empress of Russia*.

For snatching a bangle from the wrist
of a small girl a Chinese coolie was
sentenced by Mr. Orme at the Magis-
tracy yesterday to twelve months' impris-
onment and ordered to receive twenty
strokes with the birch.

The Portuguese named V. H. Xavier,
of 7, Punjab Buildings, Kowloon, who
was charged with stealing electricity
from the China Light and Power Com-
pany, was fined \$25 by Mr. Wood yester-
day. Defendant denied all knowl-
edge of the "tapping" of the main, but his
witness, who personally inspected the
wire, was of another opinion.

Last night at the Bijou Theatre the
"Police Reserve March" (arranged for
the orchestra) was played for the first
time in Hongkong. It is a very lively
march, appropriate for military parades,
and it would be interesting to know the
reason why the Band of the Police
Reserve are keeping it in abeyance. They
should play it on their route marches.

**BLUE FUNNEL STEAMER
ASHORE.**

Messrs. Butterfield & Swire, agents of
the Blue Funnel line of steamers in Hong-
kong, received an intimation yesterday
to the effect that the *Ping Suey*, outward
bound, has gone ashore off the Cape of
Good Hope. The vessel is laden with the
usual large general cargo.

THE WAR.

BRITISH GENERAL STAFF QUITE SATISFIED.

GERMAN EXPECTATION EXPLAINS SLOW PROGRESS OF THE ALLIES.

FRENCH RESUME THE OFFENSIVE.

DRIVE THE GERMANS FROM ESTREES.

FRENCH ARMY CORPS CAPTURES SIXTY GUNS.

RUSSIANS ROUT THE ENEMY.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

BRITISH OFFENSIVE.

GERMANS HASTILY RE-
INFORMING.

LONDON, July 5th.

Reuter's correspondent at the Press Camp in France states:—German counter-attacks on our new position at Thiepval, accompanied by a heavy bombardment from both sides, were easily repulsed.

Prisoners say that German units have been rushed from Verdun and Lens to the battle-field.

STILL PROGRESSING.

LONDON, July 5th.

General Sir Douglas Haig reports that heavy fighting was continued at night-time in the neighbourhood of the Ancre and the Somme, but we progressed further at certain important points.

German artillery fire has been intense in certain sectors.

Two determined attacks on our new trenches at Thiepval were broken.

HAND-TO-HAND FIGHTING.

General Haig later reports that hand-to-hand fighting continues between the Ancre and the Somme, and 500 more Germans have been made prisoners.

ADVANCE IN CERTAIN SECTORS.

LONDON, July 6th.

General Sir Douglas Haig, in a communiqué, states:—Fighting has been continuous, mostly local struggles for strong points, the result being that we advanced slightly in certain sectors. We lost no ground.

The German casualties to-day were of the heaviest.

The total prisoners now exceeds six thousand.

There was the ordinary trench warfare elsewhere.

BIG FRENCH CAPTURES.

PARIS, July 5th.

A communiqué states:—We have now over 9,000 unwounded prisoners. The number of guns captured is not yet known, but an Army Corps, south of the Somme, has taken sixty.

We captured German trenches east of Curlu, Tatten and Sorimont Farm.

LIVELY STRUGGLE AT ESTREES.

PARIS, July 6th.

A communiqué states:—On the left bank of the Meuse, opposite Clery, we hold the whole region southward of the farm to Hill 63. On the road towards Flaucourt from Barleaux the enemy-occupied part of Belloye-Santerre, but was immediately driven out. There was a lively struggle at Estrees, at a part of which the Germans are still holding out. All the counter-attacks on our positions were shattered by our fire. Enemy attacks from Avo-court to Hill 304 were repulsed with heavy loss.

THE SLEDGE-HAMMER IN TRENTINO.

100 AUSTRIAN GUNS TO THE MILE.

ATTACK BY SIEGE METHODS.

Writing from the Trentino Front, on May 28th, a correspondent of *The Times* says:—

Trench warfare, for the time being, has been abandoned here. Trench lines no longer count.

Great troop masses are manoeuvring in the open, through the valleys and gorges, swarming over the summits of these mountains. The Austrians dare advance only as far as the long arm of their guns will reach, and are bending all their energy to bring-up these guns. It is a gigantic task, and the skill of the enemy commander in holding together and co-ordinating his attacks, now that his troops have entered these defiles, must be acknowledged.

It is sledge-hammer tactics, so dear to the Prussians, that the Austrian commanders have adopted, and from the general aspect of their plans it would appear that these were prepared and matured in Berlin rather than in Vienna.

How long can it last? How long before the Austrian effort will have spent itself? are the questions that are being asked here as the second week of this great battle is drawing to a close. For, unlike Verdun, it is not a fortress that is being assaulted, but a great drive, carried on by siege methods. Not converging on a single centre, but radiating, like the sticks of a fan, from a central base.

So much has been written regarding the exhaustion of the resources of the Dual Monarchy, not only of materials, but of men. In how far is this true?

To deal first with the question of ordnance. The Austrians, it is estimated by competent experts, have well over 2,000 pieces of artillery in action along this battle line. These include a great number of heavy-calibre guns. Naval guns, with an extreme length of range, are being used with great skill throughout the engagement. Kept in reserve, and silent, though posted close up to the firing line, they have had a disconcerting effect, in that their fire has reached far behind the Italian lines at intervals between the attacks, firing shots at random which did little actual damage, but gave the impression of continued advance. With the front of this battle line extending now to a length of 22 miles, the artillery of the enemy works out at nearly 100 pieces to the mile, or one gun every 20 yards.

1,000,000 SHELLS IN 13 DAYS.

The shells fired by this artillery are of excellent workmanship. I have on my table as I write a fragment of 10-inch shell which I picked up here. It is rent in deep fissures, which would prove, according to competent authority, that the explosive materials used are good. The Austrians fired away all their had shells during preliminary actions, was the comment of a young Staff officer who is in the habit of recording the efficiency of enemy shells. But it is quantity as well as quality which the enemy is relying upon.

"Twenty thousand shells were fired against my position the first two days of the engagement," an Alpini major, commanding a small knoll, remarked to me. Using this as a basis, it would not be far from the truth to assert that over 1,000,000 shells have been fired by the enemy in the present battle, and there is as yet no slackening of effort.

And the troops? This morning a group of some 250 Austrians taken during the action last night, are in this village. They are divided in squads of 25, each in charge of an Austrian non-commissioned officer. The men had had six hours' rest before I saw them. These prisoners are Rumanians from Transylvania. They are young, well-set-up troops. They are naturally glad to be prisoners, though their captors tell me that they fought valiantly. The equipment of these men is new, and I was struck by the excellent quality of their boots; high, new leather, thick mountain boots. In fact, all their leather accoutrements are new, and of good leather. Their uniforms are in many cases of a heavy cotton drill, very tough, and resisting the hard mountain fighting better than the usual cloth uniforms. Nearly every man has an overcoat, which of stout new cloth. Only five or six of the men are without caps. None have helmets of any kind, but all wear the soft cap with ear-flaps tied back. According to answers given to the interpreter, they are of the class of 1915, and have seen fighting in Galicia.

Asked about their food, they replied that they did not get enough to eat, but their looks belied their statements. Whatever may be the truth in regard to the meagre and fatless days in the Hapsburg Empire, the armies in the field are not suffering in this respect, and though the civilians at home are now put in this sector at least, have not been cut down. I was shown small tins of meat, taken from the knapsack of a prisoner, and several carried boxes of a good quality butter. In another sector I saw Bosnian prisoners, wearing a grey fox, and looking much like Turkish troops. They also impressed me as very fit men; in fact, all the prisoners taken recently would seem to be of strong fibre, and on the whole far better equipped than Austrian troops which I have seen elsewhere.

It is evident that the Austrian commanders have assembled the picked troops of the Dual Monarchy for the slogging of these Trentino heights. Everything would point to the fact that they are making a supreme and final effort to win the war. Prisoners confirm this by stating that the war cannot go on much longer.

HELP FOR THE MUTILATED. QUEEN MARY'S HOSPITALS AT ROEHAMPTON.

[FROM A CORRESPONDENT TO "THE TIMES".]

It would have seemed accurate to say the other day, that the lot of the maimed was as hopeless as it was heartrending. But that is no longer true. A glad new time has dawned for them. It has come about through the promptings of a generous inventiveness acting upon the official mind and official resources.

Profiting, no doubt, by the example of Lyons and M. Maurice Barres, the novelist, called attention to the condition of these men and the German established workshops where they might learn trades suitable to their condition. Mrs. Gwynne Holford had the idea of centralizing the wounded in an institution where they might not only be fitted with limbs but equipped professionally as well. Thus they could go forth gladly into a new life. With Mrs. Holford were Lady Palmouth and Mrs. C. H. Kenderdine, and together they intervened in the scheme the Government, the Director-General of the Army and Navy Medical Services, and the various societies which follow soldiers and sailors into civil life. The committee has been an inspiring in its efforts to give body to the project, which is now firmly upon its legs. Thanks to private impulsion and a Government grant of 2s. a day for each inmate, the concentration hospital, today in being, has an assured future.

Its official name is Queen Mary's Convalescent Auxiliary Hospitals and its address Roehampton. There could be no more beautiful situation for the two houses, which have been lent to the promoters of this work by Mr. J. Pierpont Morgan and Mr. Kenneth Wilson, than this charming suburb of London, close to Putney Heath. The former residence, called Dover House, is devoted to officers; the latter, known as Roehampton House, is interesting because of its 450 inmates, who are waiting to be fitted with limbs before they re-emerge into the widespread world in the hope of employment and with the courage and self-respect born of practical knowledge.

HOPE AND HAPPINESS.

Wooden wards have sprung up in the spacious grounds, shaded by cedars of Roehampton House. They are comfortable and airy and have a more familiar and intimate look than is general in the solemn and established hospital. And their inmates seem privileged mortals. In spite of their physical handicap, for they laugh and play as if they had not a care in the world. Some were sitting down to lunch as I arrived, and they looked particularly happy and not a little roguishly at the visitor. Yes, they were disabled, and, for the moment, out of the running; but it was only for the moment. To-morrow, or some other morning, they would be fitted with new limbs, and then one would see what they could do. One felt there was the secret indefinable courage which comes from a strong faith in their bearing. They looked, out upon the world, not in the legendary spirit of a Guild of Poor Brave Things—following the touching title of Mrs. Ewing—but rather, as it would seem, as sportsmen or as workers equipped for a strenuous occupation.

That attitude in face of implacable fortune was as new as it was grateful. One-legged men were playing a ballgame on the greenward, with extraordinary glee. Sometimes it is cricket and the batsman—a county player, if you please—balances himself wonderfully on one limb whilst he drives to the off or parries a leg attack. In the billiard room a legless hero in his wheeled chair moved rapidly round the table, making surprising shots, and one-armed men were playing each other. There is the temperament with which to court success in that wider sphere for which the workshops are preparing them.

Courses in mechanics, in telephony and electricity, in wood-turning and the running of motor-cars have been organized by Mr. Kenderdine, the honorary secretary, and Mr. Robert Mitchell, of the Polytechnic; teachers instruct in book-keeping, in shorthand, and typewriting. Each man's training only lasts as long as he is detained in hospital being fitted with a limb—a matter of three or four weeks; afterwards, he is free to continue his education elsewhere, until he reaches proficiency. Practically, the technical schools of the country are at his disposal, free of charge. Thus he reaches excellent posts, thanks to the facilities granted by the hospital. I heard of one earning 35s. a week with board as chauffeur, or electrician, which, with the pension of 25s. a week for total disablement or 10s. 6d. for a partial disability, represents a comfortable living wage. And those men know not the elements of their science when the accident of war brought them first to the friendly portals of Roehampton House.

ONE-ARMED EXPERTS.

Even one-armed men become expert drivers of the "school" motor-car, though such enterprise is scarcely encouraged by the hospital, which professes as the safer course that they should direct their energies to the joinery shops. It was there that I saw bread trays and cruet-stands, neatly finished, the work of the single-handed. It is scarcely surprising that the inmates of Roehampton take increasing advantage of the classes, which hold out the prospect of a useful and well-paid civil career.

The accommodation of this admirable institution is shortly to be increased to 500 beds. It marks a great advance on the old system, or lack of it. Formerly the men, discharged from the Army or the Navy, waited in their homes for the arrival of the limb, which was to set them free to pursue some avocation. But hopes were not always realized. The limb did not fit and there were painful journeys to the makers. Now the maker has come to the hospital and set up workshops in the grounds where the living stump may be adjusted to the mechanical appliance. English and Americans vie with each other in producing the better artificial limb. The Carr arm, which costs £40, is said to have an English rival at half the price which answers as well.

SIDELIGHTS FROM GERMANY. EXPUNGING ENGLISH FROM SCHOOLS.

In the Prussian Upper Chamber Privy Councillor Professor Hillebrandt has given notice that he will move that "with the object of increasing German knowledge of foreign countries, the study of English and French in a number of universities and other high schools is to be replaced gradually by the obligatory study of Oriental languages. The motion has the support of eminent men like Professors Schmoller, Wagner, Waldeyer and Zorn.

This motion is the outcome of the absurd campaign which has been waged against the use of French and English since the beginning of the war. Language purists have been at work for nearly two years purging German from English and French elements; signboards, money, barbers' shops, theatres, millinery establishments, hotels have all been ransacked for obnoxious words. The German equivalent in almost all cases are screamingly farcical, but the purists lack all sense of humour, and, as Herr Hillebrandt's motion proves, are determined to pursue their campaign.

It is too much for the *Vossische Zeitung*. Any attempt to eliminate English would be ridiculous, it says. The English language reigns in the greater part of the civilised world, and it will not effect its power and influence should German schools be foolish enough to shut it out from their curriculum. If Germans, says the *Vossische*, cease to learn English they must expect to diminish their business, not only in England and its vast dominions and colonies, but also in the United States and in the harbours of Latin South America. "We may regret the predominance of English as much as we like, but we must accept things as they are. Either we are to raise our position in the world, in which case we require English, or we renounce English in haughty national isolation, and thus ruin our future."

THE DIFFICULTY ABOUT FRENCH.

With regard to French the *Vossische* points out difficulties of equal gravity. French, says the journal, may not possess its former importance, but it is the language of the Mediterranean basin. In the Balkans, moreover, all instructed persons speak French in preference to their own language, and even in Turkey no European language is spoken save French. To eliminate French from public instruction would be to inflict a serious economic blow on Germany.

And what languages would you put in place of English and French? All this talk of Oriental language is nonsense. No German merchants are going to lose their valuable time studying Turkish, Arabic and Persian. The game is not worth the candle. Spanish, says the *Vossische*, is to be recommended if your business lies inside the Spanish zones, but it is to be remembered that here the sympathies of the people are all on the French side, and that the Spanish-speaking trader, as often as not, understands French.

Russian is rejected because of its initial difficulties. Italian is poor-pooled as of no commercial importance. The Scandinavian languages are all interesting, but Danes, Swedes, and Norwegians speak German and in conversation with Germans prefer the use of German.

LONDON PRESENTS.

An article by a certain Karl Wichmann on "Two war-days in London" appears in a number of ultra-nationalist journals. Wichmann alleges that he has just returned to the Continent from London, where he lived in lodgings as "Mr. T." It is clear that Wichmann, if there is such a person, is a liar of a type numerous enough in his own country, happily rare in other countries.

He begins by describing the scene in London when news came of the outbreak in Ireland. On receipt of the news he rushed to the "tattling tube" and arrived in the City. "How foggy and yellow the City! Great yellow posters on the principal buildings with 'Manufacture Munitions! Two hundred thousand more soldiers required for England! Join to-day, to-morrow may be too late! Battle for Right and Humanity, for Truth and Righteousness, for the existence of the Little Nations!' This was at the Bank.

"From side lanes sprang ragged urchins dressed in yellow, green, red and blue newspaper bills, and yelling at the top of their voice, 'The Latest! Bloody Revolution in Berlin! Italians Victoriously Marching on Vienna! Germans in a trap at Verdun! Bloody battle in Dublin! Three hundred rebels slaughtered!' "Sweet onwards by the dark human stream I entered Queen Victoria-street. I sprang on a bus and pass a recruiting station with German war-bread exhibited in the window—a proof that Germany is starving. The recruiting officer is delivering an oration. No one bothers about him, and the bus goes on. I pass St. Paul's—dirty, smoke-begrimed. Rows of street hawkers, mostly cripples from the Boer War. They are selling King George's picture for a penny.

"I enter Fleet-street, with its innumerable soaring newspaper offices rising to the sulphurous heavens. Here we have the most grandiose lie factory in the world. Daily the same lies without change, without taste. Fleet-street is disgorging Ireland to-day. Then a recruiting band marches past, followed by a ragged crowd. They are singing the English Song of Hate. 'Down with the Germans! O Army and Navy, root them out utterly! Cut out their tongues, gouge out their eyes. Down with them all!' Constables with rosette-faced faces keep order."

Then he visits a friend in a club near Pall-mall. The magnificent apartment is "filled with earls, lords, right honourables, nearly all in evening dress." They have just heard of Kut-el-Amara and are in a fearful state of trepidation. They order whisky and soda to hearten them, and sitting round the flaming fire they think of their lost prestige in India. —*Daily Chronicle*.

THE MEN WHO CAN'T ESCAPE. OUR SPLENDID STOKERS.

Although the British people have for centuries lived by their Navy, they know little about this great service beyond the fact that it costs a good deal of money to maintain and may be absolutely depended on.

Should you doubt this, ask your neighbour as dinner of what the crews of British warships are composed. Ten to one he will reply, "Why, bluejackets, of course," and look at you in a way that says clearly, "I wonder how many 'appetisers' this fellow took before he came in?"

If you answer, "Wrong, try again," he will think you are propounding a subtle conundrum and begin to wonder where the "catch" comes in. Do not be surprised at this. Your neighbour only shares the popular illusion that every man in the Navy is a bluejacket. "Jack," the general favourite, typifies for him the *personnel* of the Fleet, and it has never occurred to him that "there may be others." There are, though the song-makers and the story-writers have not yet discovered them.

Of these "others" none has a better claim to be lifted from the obscurity which enshrouds the "unwritten and unsung" than the naval stokers, whose splendid work, done under the most trying conditions, has been a material factor in winning the victories about that have come to us during the war. Stokers are not "bluejackets"—that term applies to sailors only—but there are more stokers than sailors aboard some of his Majesty's ships. Nor, by your leave, are stokers to be described as "the black squad," for that appellation belongs to the firemen of the mercantile marine. "Clinker-knockers" or "shovel engineers," if you like, but not "black squad" unless you wish to give offence.

As regards the stoker's work, it consists in "feeding the fires," principally, though not wholly limited to this. Shovelling coals into a furnace may not strike one as a task that requires much brain power, but when properly done it becomes a work of high art. Before a man is entrusted with it he must graduate through successive stages of experience.

Water-tube boilers are tricky things to "fire," and unless steam be properly kept the ship loses much of her efficiency. For maintaining that "speed in her heels" which enables the captain to use "the last knot" when he needs it—and which may decide the issue of a fight—she depends upon the stoker, so you will see he is not a man without importance and must needs be a skilful professor of his own "black art."

THE TRAINING SCHOOL. Something more than ability to swing a shovel lustily goes to the making of a stoker R.N. Recruits for this rating upon entering the service are sent to the Clinker-knocker's College, otherwise the stoker's training school, for a course of instruction.

When rated "first-class" a stoker's pay rises to two shillings and one penny a day. Now let us see how he earns it, not by the sweat of his brow alone but by that of every part of his body that has a sweat gland in it. Right down at the bottom of this huge battle-cruiser, which is rushing through the water with a big "bone in her teeth"—so far down that quite a long lift journey must be made to reach the place—are rows after rows of glowing furnaces.

Before each of these are grimy, perspiring men, clad only in flannels and a pair of "fearnought" trousers. Hard at it are they trying to satisfy an apparently insatiable appetite. With sturdy, precise swiftness they throw shovel after shovel of coal into the greedy maw that gapes hungrily in front of them. One man, after a quick look over the blazing interior, lays hold of a "pricker" or a "slice," thrusts it deep into the dragon's throat, and by a spasm of strenuous effort forces the monster to "spit out the crumbs" or, to use words void of imagery, he clears the fire by dragging out the red-hot clinker. These by the furnace mouths are the expert stokers—the "first-class" men—whose skill in keeping steady enables the ship's enormous engines to exert their thousand-fold horsepower to the full—and sometimes a little bit more.

"THEY SHOW NO FEAR." "On watch," where he can see the gauge glass and keep a directing eye on his subordinate, stands the petty officer on whom lies the immediate responsibility of seeing that work runs smoothly. At the best of times a warship's stokehold is an inferno of grimy-charged heat and stifling steam. "Forced draught" turns it into a Hades, with a typhoon raging through its fire-braked alleys. "Hold with the lid off" aptly, if inelegantly, describes the place when everything is closely batted down.

During an action the stokers have the least enviable situation of anyone in the ship. Their chance of escape, should the *be sunk*, is so small as to be almost nonexistent. Although they can hear the guns firing and feel the concussion they know nothing of what may be happening above, being quite cut off from the upper deck. Amid all the turmoil of the light the stokers must remain incessantly at work, feeding the fires so that the ship has the steam necessary to enable her to respond to orders from the bridge. And should mishap occur, the standing rule is that the stokers must draw fires before leaving their posts. If the ship goes down they are almost certain to go with her, as they know full well. Yet they show no fear, and may always be depended on to stick to their duty to the last. Men who show such grit as this are surely worth a medal of praise! Although their part in a fight may be unobtrusive, that played by the man behind the gun, it is equally important, for the ship must have the speed to manoeuvre or she cannot hope to win, no matter how admirably her guns may serve her.

Good stoking, in fact, has advantaged our Fleet more than once during the war. It helped Admiral Beatty to run down the German squadron off the Falklands and through it, upon his occasion, the cruiser *Kent* was enabled to go two or three knots faster than she had ever done before, and thus prevent the *Nürnberg* escaping.—J.J. in the *Daily Mail*.

[THROUGH REUTER'S AGENCY.]

FRENCH RESUME OFFENSIVE.

GERMANS DRIVEN FROM ESTREES.

PARIS, July 6th.

A communiqué states:—The French resumed the offensive north of the Somme.

We captured the second German position east of Curlu, on a front of two kilometres.

We repulsed counter-attacks south of the Somme, and finally drove the Germans from Estrees. We now hold the second German position south of the Somme on a front of ten kilometres.

Five hundred more prisoners were taken.

There were only intermittent bombardments at Verdun.

SLOW PROGRESS EXPLAINED.

TROOPS DID NOT DIE IN VAIN.

LONDON, July 6th.

The slower British progress is explained in a French semi-official report on the ground that the Germans expected that the British, not the French, would attack, thinking that the latter were exhausted at Verdun, and the Germans accordingly massed their best troops against the British. From this reason the French papers are most eulogistic upon Britain's effort, especially their brilliant capture of La Boisselle, which was the enemy's strongest organisation. There is a consensus of praise for the bravery of the new armies. A distinguished neutral observer says the first triumphant assault was at Mametz, which the enemy believed impregnable. He does not believe that there was ever a more gallant feat in war. Nothing the Japanese did against the Russians was so perfectly heroic. Similarly at Commeourt, though the British failed to capture the salient. The British troops have not died in vain, for they held the German masses, enabling success to be attained at other points.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

RUSSIANS ROUT THE ENEMY.

PETROGRAD, July 6th.

A communiqué states:—The Russians routed the enemy on the right bank of the Dniester, south of Buczacz. They cut the railway which extends from Delatyn, in Galicia, to Korosmezo, in Hungary.

GENERAL.

[THROUGH REUTER'S AGENCY.]

GENERAL STAFF QUITE SATISFIED.

"THE STAYING POWER OF OUR RACE."

LONDON, July 6th.

Mr. Bonar Law, speaking at a banquet in London in honour of the representatives of the Dominions now visiting England, said that the General Staff were quite satisfied with the result of the struggle so far. The deeds of the Dominion troops have become a household word. "Our resources will last longer than the enemy's, and the staying power of our race will see us to the end."

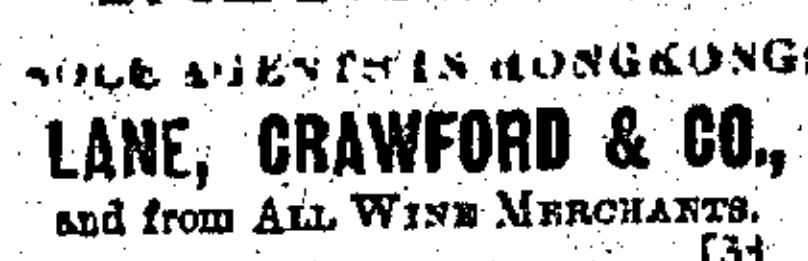
UNITED STATES AND MEXICO.

CARRANZA ACCEPTS PRINCIPLE OF MEDIATION.

WASHINGTON, July 5th.

General Carranza has accepted the principle of mediation, thus averting any danger of war.

Hongkong, 7th July, 1916



THE Steamship

HONGKONG-NEW YORK

End of August, or beginning of September
1916.
For freight, passage and further information
apply to

THE NEW FRENCH

THERAPION No. 3
 IT CURES ALL THE MOST PAINFUL, LOST VIGOR, AND
 BUILD UP LEAKING CHIMISTS. PREPARED IN ENGLAND, 1880
 AND BOTTLED, BOTTLED, BOTTLED, FOR
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A CURE
FOR ALL

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ICE HOUSE STREET. TEL. 239-1551

South Coast of China between The same as
Lingkong and Lamooks. No 1

South coast of China between {The same as
No 1

From 7th to 13th July, 1916.

Days of Week	Days of Month	HIGH WATER.			LOW WATER.		
		H'kong Mean Time		Height	H'kong Mean Time		Height
		h. m.	ft. in.	h. m.	ft. in.		
Fri.	7	6 1	4 3	5 36	3		
Satur.	8	6 42	5 4	8 15	3		
Sun.	9	6 42	5 6	8 51	2		
Mon.	10	6 24	5 1	10 18	2		
Tues.	1	6 30	5 2	27	2		
Wed.	12	6 12	5 7	28	2		
Thurs.	13	5 27	5 3	10 8	3		
	1	5 3	6 3	1 3	1		
	7	9	7	10 52	3		
	12	5 57	6 9	2 4	1		
		8 36	7 4	11 58	0		
	13	6 59	7 5	4 2	0		
		9 4	8				

ON SALE
BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, JULY to DECEMBER

[BY "TUNNELER."]

of "nippers," soon cut a passage through and were crawling slowly and stealthily up their parapet.

... ..

POLISH RELIEF SCHEME

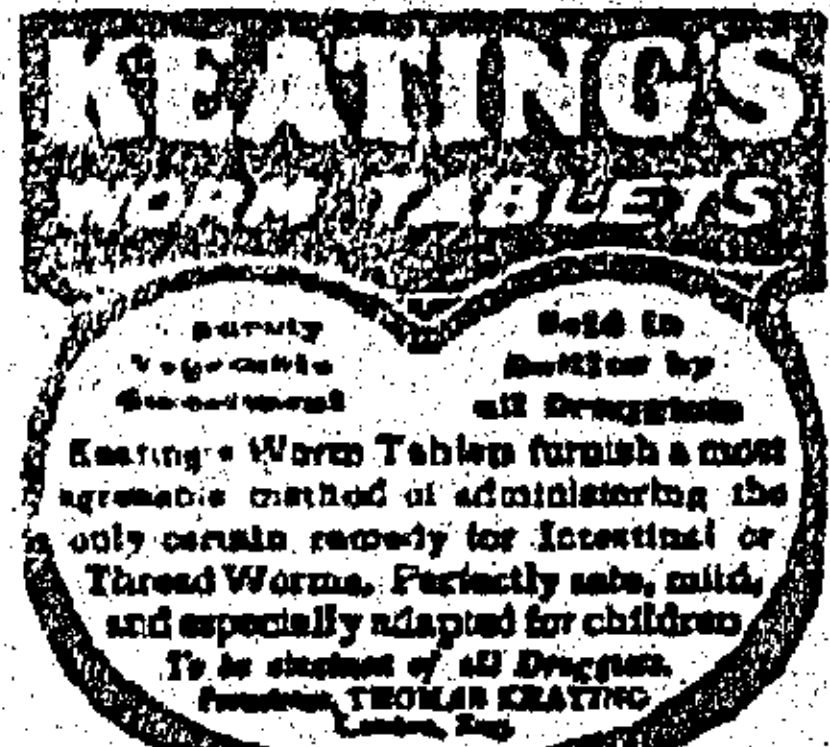
Pledges have been given for reconsideration of this policy when the war is over and meanwhile any large expansion

Robinson, Vice-President of the Irish Local Government Board, primarily for the relief of distress in Dublin.

Robinson, Vice-President of the Irish Local Government Board, primarily for the relief of distress in Dublin.

... piping hot drink out of a "canteen" passed from hand to hand round the brazier fire that shivering winter's mor-

LITTLE'S ORIENTAL BALM



Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.

JUST LANDED

A SUPPLY OF



**CALDBECK,
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SOLE AGENTS

75. QUEEN'S ROAD CENTRAL

55

THE GREAT NAVAL FIGHT.

THE GREAT NAVAL BATTLE.

DETAILED ACCOUNT.

A FIGHT OVER 100 MILES.

The Times special correspondent at Edinburgh, writing on June 5th, says:—
For a considered and official history of the results of the battle of Horn Reef the nation must wait until Sir John Jellicoe's dispatches have been published; but sufficient is now known of the course and issue of the battle to enable provisional conclusions to be drawn.

Stated in its broadest form, the net result of the battle is that while we have lost heavily in ships and men we have inflicted at least equal loss on the enemy, and have retained unimpaired our command of the sea.

A SEA CHALLENGE.

The encounter towards the north on which the German ships got out, whatever may have been its immediate object, was a challenge to the British Fleet. Admiral Sir David Beatty deliberately took up the challenge, though he had at his command only a portion, and that not the strongest, of our forces to pit against the whole Navy of Germany. With wonderful gallantry and tenacity he held the enemy until our Grand Fleet could join in the conflict. The German Fleet had their chance to consider conclusions with our main sea forces, and they declined it. Some of the splendid ships and brave men in whom the nation placed a proud trust kept that trust at the last cost, and the enemy has slunk away to their ports leaving at the bottom of the sea at least four of their largest ships. In short, the German Fleet is to-day as tightly bottled up as it was a week ago. That at least is how men here who know our Navy read the meaning of the battle.

What the heads of the rival fleets knew of each other's plans and dispositions may, perhaps, never be fully revealed. The main facts of those which are known are that on Wednesday the entire German Fleet, including vessels of all weights and guns, accompanied, or more probably preceded, by Zeppelin scouts, sailed out from its mine-guarded harbours and steamed along the Danish coast towards the north. Somewhere in the North Sea, not all together, but in call one with another, were the British Battle Cruiser Squadron, the armed cruisers, and the Battle Fleet. Light cruisers, the advance guard of the two fleets, came into contact, and the news that the Germans were out was sent throbbing through the air. The British forces at once crowded on steam and made for the enemy.

The Battle Cruiser Squadron, consisting of the fastest, but not the most powerful, ships of the Navy, were the first to come on the enemy near Horn Reef. The *Lion*, the *Tiger*, the *Queen Mary*, and *Princess Royal*—the four ships which formed the spear-head of the Fleet—came up at great speed, with the *Indefatigable* close behind, followed by the *Invincible* and her sister ship, and at an interval by the four fast battleships provisionally attached to the squadron—the *Barham*, the *Warrior*, the *Malaya*, and the *Vindictive*. By all the laws of naval warfare it was the function of this squadron to aim the first blow at the enemy, to harass him, to cut him off from his base or to drive him into the arms of the main Battle Fleet. Admiral Beatty coming up from the west found himself confronted by a force which, in number of ships and weight of guns, was immensely superior to his own. In seamanship and gunnery a not unworthy foe, but in collective speed decidedly slower, he could have shown them his heels, but he elected to join battle with them.

The *Queen Mary* lost in six minutes. The disposition gave the enemy the advantage of the sunlight and of the slight haze which hung over the water, and they made full use of it. They opened fire on his leading ships, and a salvo from the German guns, almost the first they fired, struck the *Queen Mary*, and within six minutes of the opening of the battle a thunderous explosion tore the great ship asunder and she passed out of sight.

So sudden was her end that explanations of the most sensational kind are offered. There are stories of bombs from aircraft, and according to one version a seaplane, brought down by her own gunfire, fell on her decks with its load of bombs. I cannot find any real support for these statements.

What I am told is that until our gunners got to work the German marksmanship was remarkably accurate, and that one of their first shots found the magazine. Ten minutes later the *Indefatigable* suffered the same fate, the concentrated fire of the heavy guns battering her to pieces.

These losses were the price paid for a manoeuvre which, I am told, was executed by Admiral Beatty with extraordinary skill. When his squadron, coming eastward, met the German Fleet, the latter was on a north-westerly course, and a determined attempt was made to envelop the British ships. By turning southwards and wheeling round to the north-west Sir David Beatty frustrated the effort and turned the battle into a running fight on approximately parallel lines, his purpose being to draw the enemy in the direction from which the British Battle Fleet should come.

Soon the three *Invincibles* arrived and joined in the fight, and later the four fast battleships added their support to our sorely-tried cruisers. In all, the fight extended over at least 100 miles, and proceeded without ceasing for three or four hours.

Each force had its complement of light cruisers, destroyers, and other small craft, but they were the pawns in the game. The real struggle was between the giants. It was at first a contest of big guns. As a spectacle it must have been inspiring, but as warfare it was murderous. Firing as they were at a range, which at times was under five miles and seldom exceeded 10, the finest gunnery of the world's fleet could hardly

miss their mark. No armour could withstand the heaviest modern projectile at such a range, and huge ships, towering in their tremendous strength, pounded one another to destruction as though they were as flimsy as yachts.

The small craft played their appointed part bravely, and were reproducing among themselves half a hundred encounters alike in kind but less in scale, and the toll of destroyers taken on either side is evidence also that these "vipers of the sea" did not hesitate to attack larger quarry.

In spite of the handicaps under which they fought, the British gunners were not long in drawing blood. A German cruiser was hit, burst into flames, and sank within a few minutes. Within an hour ships on both sides were ablaze. Some of them fought on until they sank, and some fell out of the line.

According to one account the *Invincible*, the *Indefatigable*, and *Imflexible*, the slower ships of the Battle-Cruiser Squadron, did not reach the scene until the appalling odds for upwards of an hour. To some extent they reduced the balance against us, but the balance was still unequal and attained a terrible intensity.

The *Invincible*, flying the flag of Admiral Hood, Sir David Beatty's second in command, singled out the *Hindenburg*, and after a hot fight, in which some of our men claim that the *Hindenburg* received mortal injury, the *Invincible* went down.

The coming of the four fast battleships put the opposing forces for the first time on a basis approaching an equality of guns. One of the newcomers, the *Warrior*, it is said, was attacked by five capital ships of the German Fleet and left her mark on three of them, but she herself had to retire.

All this time the vessels of both sides had been steaming at great speed—over 25 knots, I was told—and were manoeuvring to bring as many of their guns as possible to bear. Out of sight, in the black squad, worked unceasingly to keep the huge ships plunging their way across the sea. With them the light had its peril. On them, as well as on the men, life, death, victory or defeat, depended the unseen actors in a grim tragedy. They could not tell how the fortunes of the battle were swaying as they bent to their work in the heat and grime. For them there was nothing to see, but just the indistinguishable duty to be done, and in doing that duty hundreds of them went unflinching to their death.

This was the spirit of every one in the broadsides, amidst smoke and steam, falling shells, large and small, high explosives, shrapnel, and poison gas, our men were as cool as they might be at manoeuvres. Everything that seaman-ship and gunnery could do was done. And now that the people know how strength was the disparity in material and the fleet which it fought, they marvel that even British sailors could do so much.

The *Warrior* when she came into the fight became the target for six German ships, and how she was saved from immediate destruction by the *Warrior*. It was able to tell yesterday from the lips of the men of the *Warrior*. When and how the other cruisers—the *Invincible*, the *Defence*, and the *Black Prince*—sank yet at what cost to the enemy, cannot be ascertained. Unhappily, few men in the others can say how the ships met their fate. But what is certain is that they were lost during the running fight when Admiral Beatty was drawing the enemy towards Sir John Jellicoe.

When at last the Battle Fleet came in sight, with the *Iron Duke* at the head, swinging along past the German lines, our battleships, including some of the *Queen Elizabeth*'s sisters, fired broadsides while the enemy returned the fire unsteadily. Numbers of the enemy ships were seen to be hit, and they did not stand their ground very long. Dividing their forces, some of them went south towards Heligoland, the others north towards the *Slanger Rack*.

As they went they scattered mines in their trail and their destroyers dived, which threw out vast clouds of dense white smoke. This and the falling light enabled them to elude our battleships, but our light cruisers and destroyers now harassed the flying foe through the night and the early hours of the morning.

It was in these night encounters of the small craft against the large that one of our destroyers, the *Omlund*, got within effective range of a German battleship and sent her to the bottom.

ZEPPELIN "LOOK-OUTS."

Lord Beresford, in a statement to a Press representative, said:—

The British "look-outs" are cruisers; we have no suitable airships. The Germans have a great advantage by using Zeppelins as "look-outs." Every minute of time in the report of a "look-out" in a sea fight is a priceless jewel. The Germans can tell the allocation of our Fleet while we cannot be certain of the allocation of their fleets unless our cruisers are in the radius of action. We must send heavy cruisers as outside scouts, on account of smallness being driven in without getting information. A large cruiser can fight and get the information. The Germans could tell to a second when it was time to run before the Grand Fleet could properly engage.

I declare it to be a victory for us, hard earned, but a victory. The grand traditions of the British Fleet have been nobly maintained, and our margin of safety has been a tremendous advantage in Zeppelins for "look-outs." We have no airships suitable for our Fleet, and, to get accurate information, we must stand to lose some of our cruisers.

ACCURATE FIRE.

ADMIRAL BEATTY AND THE ENEMY PLAN.

A survivor from the *Invincible*, who subsequently saw much of the fighting from the ship that rescued him, says:—
People will find, I am sure, that the enemy losses are much heavier than they have been led to expect when the Admiralty makes the whole story public. To my certain knowledge some very smart work has been done by our submarines. We were told that they had caught some of the enemy ships as they dashed back to the Kiel Canal.

In action the time the *Invincible* was in action she had German ships attacking her on each side, and she replied to both her assailants. Her firing was splendid; so was that of the other ships that I was in a position to observe. I could see that they were punishing the German ships severely. Such good practice did our cruisers make with their guns that the Germans, strong as they were numerically, had had enough before our battle squadron arrived.

I saw several enemy ships of various kinds go down, although I do not know how many were sunk altogether. The Germans went in for rapid firing. They used their guns as quickly as they possibly could, and aimed our ships for combined attack. Really they thought they had got a weak force against them, which they would be able to destroy and then make safely back to their own harbours before any of our big ships could reach them in force.

Admiral Beatty upset that plan by drawing the enemy out and holding him until our battle fleet could get at him, and then it gave him hell. I do not know a better word to describe the tremendous firing that went on. In fact one could not conceive what it was like without actually experiencing it. Some of the enemy's light ships were blown right out of the water. One could see bits of masts and other works and bodies of men flying up into the air after the heavy shells exploded in the holds of the ships. Very soon the water became thick with debris and bodies. At least one Zeppelin was destroyed and several of the lighter submarines. Torpedoes from the latter just missed some of our ships, and then the boats that fired them would be crushed down by our boat leaping over them.

The *Invincible* sank very quickly. When she went I was thrown into the water, and after swimming about for a time was picked up by one of our destroyers, which were doing their best to save life. While I was on board the destroyer it took part in two attacks on the enemy, both between midnight and early morning.

Survivors from the *Warrior* say that their ship's company was saved by the plucky action of Leading Stoker Darby Allen, who, after the ship had been withdrawn, ran back and turned off the main steam pipe, thus preventing an explosion that would have wrecked the ship. The *Warrior*'s crew were taken off by the *Engadine*. They say that the *Blonde* Zeppelin sank just in front of them and she disappeared at once. The *Indefatigable* went almost as quickly, taking down the whole of her crew. There was no chance of saving life.—*Times*.

SEA CHIVALRY.

THE "WARSPITE" AND THE "WARRIOR."

ADMIRAL BEATTY'S SIGNAL.

[FROM "THE TIMES" CORRESPONDENT AT PORTSMOUTH.]

The manner in which the *Warspite* fought the whole of the German battle fleet, and how she was saved from the most thrilling battle stories in our annals.

Quite helpless lay the *Warrior* her engines disabled. Her magazines were under water, and the crew, unable to get ammunition, could no longer use their guns. Convinced that they would soon go the way of their companion ships, which they had seen sink before their eyes, the *Warrior*'s men calmly waited for the end.

Suddenly on the horizon they saw a huge ship coming along at a tremendous pace through the water. It was the fast and powerful *Warspite* (sister to the *Queen Elizabeth*), which Admiral Jellicoe, learning of the *Warrior*'s peril, had sent ahead of the Grand Fleet to succour her.

On came the great battleship with the grim muzzles of her 15-inch guns trained on the enemy. At full speed she arrogantly swept into the fray. Recognising in her their saviour, the *Warrior*'s men greeted the *Warspite* with ringing cheers. These ungrudgingly answered from the battleship, which threw herself between the helpless *Warrior* and the German vessels that were battering her silent hull.

Crash went a salvo from the *Warspite*'s 15-inch batteries. A German ship got the full force of it and sank. Putting her helm over, the *Warspite* circled round the *Warrior*, drawing on herself all the fire of the German ships, and replying to it with vigour and great effect. A shell damaged her steering gear; still the *Warspite* held on, fighting single-handed the whole of the German battleships. Four times the *Warspite* circled round the *Warrior* in this way, all the while punishing the enemy terribly with her great guns.

"Come back; you are sacrificing yourself," signalled Admiral Beatty to the *Warspite*. But, owing to her damaged steering gear, she could not obey the order, could only hang on and fight, and she did better in spite of the heavy battering which she received, that by the time her consort of the Dreadnought division had come up the German battle fleet was in full flight.

The *Warspite* had beaten them off single-handed and succoured the *Warrior*. (Continued on next column.)

"SHARK'S" PLUCKY DASH.

GERMAN CONCENTRATION OF FIRE.

[FROM "THE TIMES" CORRESPONDENT AT PORTSMOUTH.]

One of the most stirring episodes in the great naval battle was the plucky dash into the midst of an overwhelmingly powerful foe made by the destroyer *Shark*. Describing this incident one of the survivors said:—

Right ahead of us and close at hand we saw two columns of German destroyers, and our skipper took us at full speed right towards the enemy lines. There was a column of their small craft on either side of us, and as soon as we got abreast of them we attacked at close range, and managed to torpedo a couple of enemy destroyers, one on each beam. All the time we were getting it hot. Guns were popping at us from all quarters, and we were firing back as hard as we could go, as well as using our torpedo tubes.

Of course a fight under these conditions could not last long for us. We had been engaged about 10 minutes when two torpedoes hit fairly, one on each side of our ship, and ripped three holes in her, so that she sank almost at once. I and some others sprang on to a raft, where we stayed for five hours watching the battle—and there was something to look at. Zeppelins, torpedo craft, submarines, and big ships were all there. Shells fell like hailstones into the water, and we could see the small craft getting it badly.

The enemy losses in destroyers must have been very great, for whenever one got a big shell into her she was done. Some of them I saw hit went down like stones. Apparently there were a lot of German submarines, and they seemed to be very busy, but my impression is that a good many of them were done for by our big ships running over them. The fire of the big ships was enough to stun anybody with the noise it made. I saw five German battleships and battle-cruisers; they looked as if they were all firing at one time at one of our cruisers. The Germans seemed to be concentrating their fire upon one ship at a time as much as they could—the whole of their guns upon one of our cruisers, and then do the same thing to another. This meant a tremendous battering for the ship they fired at. You can imagine what it was to face these salvos from four or five of their vessels pouring upon one ship at the same time. I saw one or two ships at the same time. I saw you any particulars about them, as there was so much going on that one could not grasp details very well.

"When I was picked up from the raft I was about done, for it was very cold, and I had not much clothing on. Towards the latter part of the time we had as much as we could do to keep life in ourselves. We kept our blood circulating by jumping overboard and swimming round the raft. All of us did this in turn, those on the raft hauling in the ones who had finished their swim, and then going for a swim round the raft themselves. As it was, one of our men died from the effects of the exposure before he could be landed."

THOUGHTS IN ACTION.

A SEAMAN ON "GETTING ON WITH THE JOB."

From a seaman who was in action in the naval battle I tried to obtain an impression of the things which were in his mind when the fight was raging, and the fact emerged that he had only the vaguest recollection of the thoughts which came to him while his ship was in the firing line (says *The Times* correspondent).

"I suppose we were too busy to think at all," remarked in answer to my question. "We just got along with our job, and considering the number of rounds we were firing the job kept us stretched. I remember when a German light cruiser got one that put her out. I said to myself—'Our bird, and I have an idea we passed a word or two when a big one gave us a rap that made our teeth grind, but as for stuff like thinking of your boyhood days—'My little grey head in the west, you know—that sort of thing didn't get into my eyes. I'm not married myself, or it might have been different, but I don't think married men on Wednesday afternoon had time to worry about anything that wasn't of the moment. It's like when you've got the gloves on and the other chap's dancing round. You've got to keep your mind down to one thing."

"If when it's all over and you're ashore again a man starts telling people that just as a 12in. shell wiped out a dozen of his mates 10 yards from him, he's thinking about a girl he took to the theatre once, I don't believe him, particularly if he's telling the yarn to the girl. The time when you do do a bit of thinking is when you're out of it and you're heading for home. If you don't mind you can think then till it hurts you. That's when sailors get a bit soft."

"You want to know my impression of the action. I can't say much except that we were steaming fast, firing fast, and there were more shells flying round than care to think about now. I remember somebody picking up two or three severed legs and pitching them overboard. It seemed the best thing to do at the time. I saw bodies in the sea, too. The rest is chiefly smoke and noise."

which the enemy had regarded as certain to fall an easy victim to their guns. Admiral Thomas, addressing the men of the *Warspite* in the presence of Admiral Prince Louis of Battenberg and Dr. George of Battenberg, complimented them on the important part they had played in the great battle. He said that he hoped to be able to obtain the names of the men, and that they would be hard-earned and well-earned.

JAVA-CHINA-JAPAN LIJN.

REGULAR FORENIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
* TJIKINI ...	SHANGHAI	9th July	10th July	BATAVIA
* TJIBODAS ...	KOBE	9th July	11th July	BATAVIA
* TJIMANOEK ...	—	—	20th July	BATAVIA
* TJILIWONG ...	JAVA & MAKASSAR	24th July	29th July	KOBE

* Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia. For Particulars of Freight and Passage, apply to the

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Yok Buildings, 1st Floor, Hongkong, 7th July 1916. Telephone No. 1574.

JAVA-PACIFIC LIJN.

MONTHLY SERVICE BETWEEN

NETH. INDIA, MANILA, HONGKONG & SAN FRANCISCO.

Next Sailings for SAN FRANCISCO via NAGASAKI.

Subject to Change Without Notice.

S.S. "KARIMOEN" ...	12th July.
S.S. "TJIKEMBANG" ...	11th August.
S.S. "ARAKAN" ...	11th September.

The Steamers have accommodation for a limited number of Saloon Passengers and carry a duly qualified surgeon. Cargo taken on through Bills of Lading to all Overseas Ports in the United States of America and Canada. For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN, MANAGING AGENTS.
Yok Buildings, Hongkong, 15th May, 1916.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

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WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI AND HONOLULU,

SEPT. 5 - NOV. 11 - JAN. 18, 1917.

AN UNEQUALLED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent, Prince's Buildings, 100 House Street. Hongkong, 27th May, 1916.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer	Arrive Hongkong from Australia	Leave Hongkong for Australia
"CHANGSHA" ...	in port	20th July.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through for all Australia, New Zealand and Tasmanian Ports. For freight or passage, apply to

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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BELBA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE

PROPOSED SAILING

From Hongkong
26th July.

Connecting with
"GUJARAT"

From Colombo
17th Aug.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BELBA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS on route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

From Hongkong - S.S. "SALAMIS" ... 16th August.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

For "Steamer" Sails.

LONDON & SWANSEA ... "CITY OF BOMBAY" ... On 19th July.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option
Subject to change without notice.
For rates of freight and further information, apply to

THE BANK LINE, LTD.,

OR TO REES & Co., CANTON.

Hongkong 11th April, 1916.

GENERAL AGENTS

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C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR "STEAMER" TO SAIL
TSINGTAO ... "KASHING" ... On 7th July, 4 P.M.
POHIOU & HAIPHONG ... "KASHING" ... On 8th July, 10 A.M.
NEWCHWANG ... "KASHING" ... On 8th July, 4 P.M.
SHANGHAI ... "KASHING" ... On 8th July, 4 P.M.
MANILA, CEBU and ILOILO ... "KASHING" ... On 11th July, 4 P.M.
SHANGHAI ... "KASHING" ... On 11th July, 4 P.M.

DIRECT SAILINGS TOWARD RIVER, Twice Weekly.

SS. "LINTAN" and SS. "SANUI"
MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."
SHANGHAI LINE—PASSENGERS, MAILS and CARGO. SS. "ANHUI," "CHENAN," "LUCHOW," "YINGCHOW," "SHANTUNG," and "SINKIANG," with excellent accommodation. Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
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Hongkong 7th July, 1916. TELEPHONE 36.

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SWATOW, AMOY AND FOCHOW

AND RETURN.

Occupying at 9 to 10 Days

STEAMSHIP	CAPTAIN	LEAVING
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"HAICHING"	Capt. W. C. Passmore	TUESDAY, 11th July, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

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GENERAL MANAGERS.

Hongkong, 1st July, 1916.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

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EASTWARD

WESTWARD

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DAVID SASSOON & CO., LTD.,

Hongkong, 3rd June, 1916

AGENTS

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P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

TO

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to Colombo	Leave Hongkong Noon	Connecting Mail Str. from Colombo	Due at MARSEILLES 1916	Due at LONDON 1916
NELLORE	July 13	Through Steamer	Aug. 18	Aug. 27
NANKIN	July 25	Through Steamer	Sept. 1	Sept. 10
NOVARA	Aug. 11	KAISAR-HIND	Sept. 11	Sept. 18
NORSE	Aug. 25	MOOLTAN	Oct. 2	Oct. 12
MALTA	Sept. 8	KASHGAR	Oct. 9	Oct. 16
NAMUR	Sept. 23	Through Steamer	Oct. 26	Nov. 3
SARDINIA	Oct. 6	Through Steamer	Nov. 9	Nov. 18

* Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong About
NOVARA	SATURDAY, 16th July.
SOMALI	MONDAY, 17th July.
NORSE	SATURDAY, 29th July.
MALTA	SATURDAY, 13th August.

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE DIRECT FOR MARSEILLES AND LONDON, Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID. CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong about	Leave S'PORE about	Due at MARSEILLES if calling about	Due at LONDON about
SOMALI	Aug. 16	Aug. 21	Sept. 20	Sept. 29

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
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Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
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R. V. D. PARK,
Acting Superintendent.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMER	Tons	SAILING DATE AND DEPARTURE
LONDON, via SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	\$ MISHIMA MARU	16,000	THURSDAY, 11th July, at Noon
	\$ SUWA MARU	21,000	THURSDAY, 27th July, at Noon
VICTORIA, B.O. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	\$ SHIOZUOKA MARU	12,500	WEDNESDAY, 19th July, at 4 P.M.
	\$ KAMAKURA MARU	12,400	TUESDAY, 8th Aug., at 4 P.M.
SYDNEY and MELBOURNE via MANILA, BANGALANG, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	\$ NIKKO MARU	9,800	FRIDAY, 14th July, at 4 P.M.
	\$ AKI MARU	12,500	TUESDAY, 15th Aug., at 11 A.M.
CALCUTTA via SINGAPORE, PENANG and RANGOON	\$ COLOMBO MARU	8,000	FRIDAY, 22nd July
BOMBAY via SINGAPORE, MALACCA and COLOMBO	\$ TOTOMI MARU	9,000	TUESDAY, 11th July
SHANGHAI, KOBE and YOKOHAMA	\$ TENSIN MARU	8,000	THURSDAY, 27th July
SHANGHAI, MOJI and KOBE	\$ RANGOON MARU	11,500	THURSDAY, 20th July
NAGASAKI, KOBE and YOKOHAMA	\$ AKI MARU	9,800	THURSDAY, 13th July, at 5 P.M.
SHANGHAI, KOBE and YOKOHAMA	\$ HITACHI MARU	12,500	FRIDAY, 14th July, at 10 A.M.

EASTBOUND NEW YORK LINE VIA PANAMA CANAL.

(CARGO ONLY).

NEW YORK via SHANGHAI, MOJI, YOKKAICHI, YOKOHAMA, SAN FRANCISCO, PANAMA and COLON.	\$ WAKASA MARU	12,500	August.
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\$ Wireless Telegraphy.
For Further Information apply to—

NIPPON YUSEN KAISHA,
B. MORI, MANAGER.

Telephone Nos. 292 and 293

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
* PERSIA MARU	9,000 — 14 knots	FRI, 7th July 10.30 A.M.
* KWANTO MARU	8,000 — 12 knots	On or about 12th July.
* KIYO MARU	17,300 — 14 knots	THURS, 18th July Noon.
TENYO MARU	22,000 — 21 knots	TUES., 18th July Noon
* NIPPON MARU	11,000 — 15 knots	TUES., 1st Aug. 10.30 A.M.
SHINYO MARU	22,000 — 21 knots	TUES., 15th Aug Noon.

† Via MANILA, Omitting Shanghai

* Cargo only.

‡ Proceeding to South American Ports.

FIRST CLASS TO LONDON ... £71.10... RETURN (6 MONTHS) £120.
" " " NEW YORK ... £60. " " " £96.10.
" " " SAN FRANCISCO ... £45. " " " £68.

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Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

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King's Building. [21]
TELEPHONE 291.

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FRENCH MAIL LINES.

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VIA SHANGHAI.

FOURTEENTHLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

OUTWARD

FOR SHANGHAI, ROBE AND YOKOHAMA ... POLYNESIEN ... On or about 15th July.

HOMEWARD

MARSEILLES via HAIPHONG, and TOURANE ... ANDRE LEBON ... On or about 8th July, at 6 P.M.

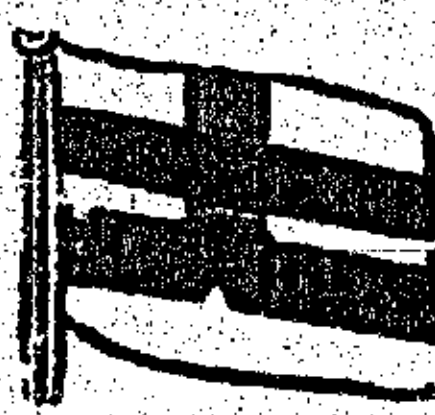
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O. S. K.

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AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA.

Via SHANGHAI, MANILA, NAGASAKI, MOJI, ROBE, YOKKAICHI and YOKOHAMA

† "HAWAII MARU" ... MONDAY, 10th July, at 3 P.M.

† Omitting Shanghai and Moji.

* Omitting Manila and Nagasaki.

BOMBAY LINE.

FOR BOMBAY, via SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

"JAVA MARU" ... S. Yanagi ... SATURDAY, 15th July, at 7 A.M.

JAVA-LINE.

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FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.

* "KAJO MARU" ... SUNDAY, 9th July, at Noon.
\$ "SOHU MARU" ... WEDNESDAY, 19th July, at 9 A.M.

* Proceeding to Keelung via Swatow and Amoy.
\$ Proceeding to Anping and Takao.
These Formosan Lines will arrive at and depart from the Soon Yip Wharf, near the Harbour Office.
For FURTHER INFORMATION, apply to—

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THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

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STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN		
ST. ALBANS	4th Aug.	On 21st July, 11 A.M. On 27th Aug., 11 A.M.

All Steamers fitted with wireless phy. Telgra.
The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.
For further particulars, apply to

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